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 SECURITY INFORMATION
 CENTRAL INTELLIGENCE AGENCY

25X1

INFORMATION REPORT

REPORT

CD NO.

| | | | |
|----------------|--------------------------------|--------------------------|------------------|
| COUNTRY | East Germany | DATE DISTR. | 27 February 1953 |
| SUBJECT | Railroad Construction Projects | NO. OF PAGES | 6 |
| PLACE ACQUIRED | | NO. OF ENCLS. | |
| DATE OF INFO. | | SUPPLEMENT TO REPORT NO. | 25X1 |

This is UNEVALUATED Information

the following sums were budgeted for 1953 railroad construction projects of the Greifswald regional railroad headquarters: 25X1

| Project | Amount Budgeted in Marken |
|---|------------------------------|
| Reconstruction and enlargement of the Bad Freienwalde railroad maintenance shop ¹ | 2,067,000 |
| Replacement of rails and switches in the Greifswald railroad district | 3,340,000 |
| Junction between the Jarmen-Schmarsow narrow-gauge and the Demmin-Tutow lines ¹ | 300,000 |
| Construction of a crossing loop at the Herzprung railroad station on the Eberswalde-Angermuende line | 230,000 |
| Construction of a bridge over the Slavei Brock near Tantow on the Angermuende-Stettin line ² | 130,000 |
| Construction of an engine shed at Bergen on Ruegen Island | 100,000 |
| Construction of a loading ramp at the Pasewalk-East railroad station | 25,000 |
| Construction of a cart road at Trent on Ruegen Island (Bergen-Altenkirchen Line) | 25,000 |
| Construction of a bridge over the Randow River at kilometer marker 25.824 on the Pasewalk-Stettin line ² | 130,000 |
| Construction of a fuel dump at Neubrandenburg | 120,000 |

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| STATE | <input checked="" type="checkbox"/> NAVY | <input checked="" type="checkbox"/> NSRB | DISTRIBUTION | | | | | |
| ARMY | <input checked="" type="checkbox"/> AIR | <input checked="" type="checkbox"/> FBI | | | | | | |

661

25 YEAR
RE-REVIEW

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2. In mid-November 1952, [] the connecting curves between the Nordwestring and the Berlin-Velten line must be re-designed because the Hennigsdorf Foundry will henceforth be served by the Velten railroad station.³ 25X1

3. In mid-October, [] the location sketch of the connecting curves joining the Nordwestring Berlin east of Brieselang from railroad construction drawings.³

4. In late November, [] the SCC had given orders for double-track operations on the Dobrilugk/Kirchhain-Finsterwalde line to be started on 4 December.⁴ 25X1

5. On 21 November [] the following information: 25X1

- a. For the time being, only single-track operations are possible on the Karow-Birkenwerder line.⁵
- b. In 1953, the Hennigsdorf-Nord railroad station will be provided with a crossing loop 300 meters in length to be used by passenger trains. The Hohenneendorf, Schoenwalde, and Falkenhagen railroad stations will each be provided with a crossing loop 750 meters in length and a platform 300 meters long.³

6. On 25 November, [] the spur track at Gumnitz originates at kilometer marker 3.5 on the Torgelow-Eggesin railroad line and extends in a southeasterly direction via the Spechtberg forestry unloading point, kilometer marker 0.8 km, to the target range, kilometer marker 2 km. At this point, the spur track branches out into lines leading to the southeast and east-southeast. A sketch of the spur track was made. In early December, 340 carloads of construction materials arrived at Gumnitz daily. Of this total, 250 carloads were unloaded at Gumnitz, the remainder at Torgelow, Eggesin, Jatznick, Ueckermünde and Hoppenwalde. Most of the material unloaded at Jatznick is used for the construction of the Spechtberg-Loecknitz highway, which is to connect the ammunition depot in Loecknitz with Gumnitz.⁶ 25X1

7. On 22 November, [] the Sagard-Glowe railroad line was staked off. The line will originate 2.5 km southwest of Sagard and extend to the north via Lubitz. It is believed that construction work on the line will not be started before the spring of 1953. 25X1

8. In late November, [] the road south of Vogelsang that the single-track Vogelsang-Schorfheide railroad line appeared to be completed. On 27 and 28 November, a Diesel locomotive made trial runs on the new line. [] the line was to be serviceable by 21 December.⁸ 25X1

9. In early December, [] Soviet Construction Staff 101 was in charge of the "Vogel" construction project, which involves the construction of an east-west railroad line extending from Friedrichswalde on the Eberswalde-Tempelin line to Vogelsang via Gollin and Storkow, and utilizing the former line to Karinhall.⁹ 25X1

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1.

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2. Comment. The bridges to be constructed near Tantow over the Slavei Brook and over the Randow River will replace temporary bridges.

3. Comment. Information on the construction of the Nordwestring Berlin, which extends from Birkenwerder to Wustermark via Hennigsdorf, was transmitted previously. [redacted] For location sketch of connecting curves, see Annex 1.

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4. Comment. This information refers to a section of the Guben-Cottbus-Falkenberg line, which is being double-tracked. [redacted]

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5. Comment. This information refers to the Nordring Berlin, which was completed on 14 November. Contrary to plans, this line section was not built double-track nor was it provided with a third rail for Berlin interurban traffic. The roadbed of the line was built wide enough for a second track. It is believed that the second track was not laid because of a shortage of rails, ties and electric equipment.

6. Comment. A sketch of the spur track was transmitted previously. [redacted] For the new sketch which contains supplementary information, see Annex 2. The construction of the spur track is connected with construction projects for the KVP in this area.

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7. Comment. This new branch line is connected with the construction of a naval base on Jasmunder Bodden on Ruegen Island. For last report on this project [redacted]

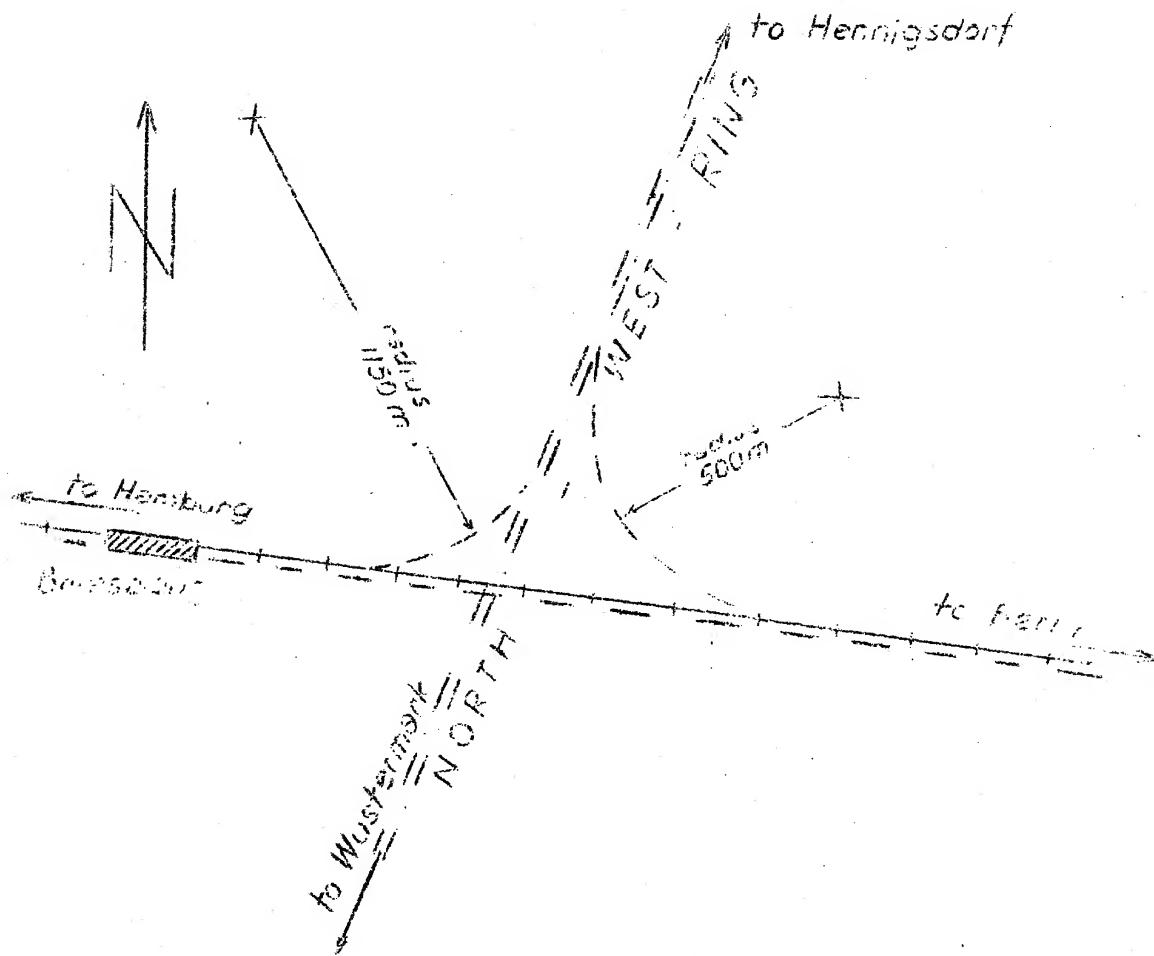
8. Comment. The spur track mentioned leads to the Schorfheide airfield. [redacted]

9. Comment. It is believed that information refers to the construction of a railroad line between Eberswalde and Loewenberg. [redacted] The course of the line as sketched [redacted] of the present report was reported for the first time. See Annex 3. Previously, it had been assumed that the line would follow the shortest route between Eberswalde and Loewenberg.

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Planned Connecting Curves East of Brieselang

Legend:

formerly double-track; one track dismantled

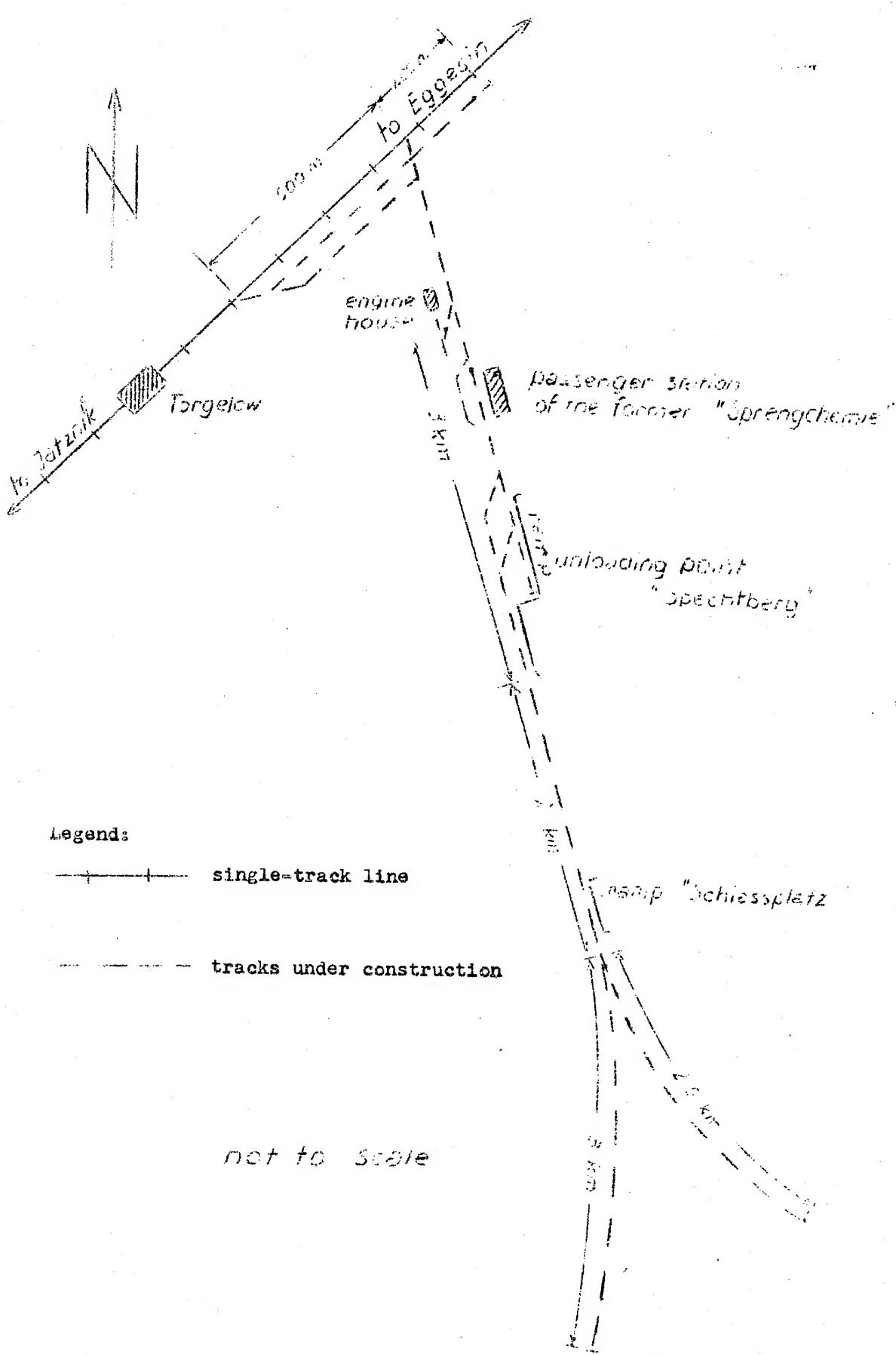
double-track line under construction

planned connecting curve

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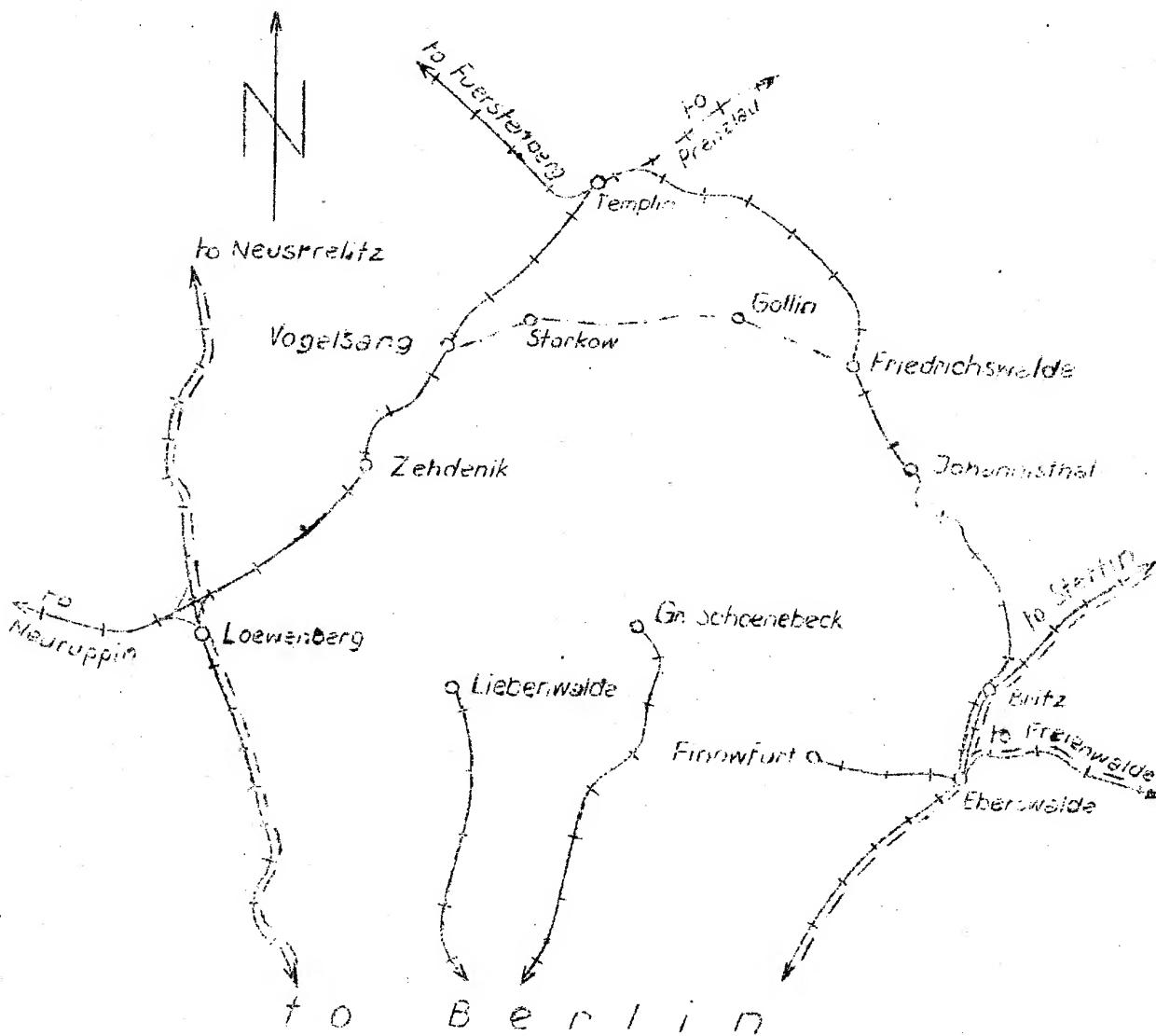
Annex 2



Annex 3

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New Railroad Line to Be Constructed in the Loewenberg-Eberswalde Area

Legend:

- formerly double-track; one track dismantled
- single-track line
- single-track Templin-Prenzlau line under reconstruction
- new line scheduled for construction

scale 1: 300,000